

Occurrence Report

Waste Isolation Pilot Plant

(Name of Facility)

Nuclear Waste Operations/Disposal

(Facility Function)

Carlsbad Area Office

Westinghouse Waste Isolation Div.

(Laboratory, Site, or Organization)

Name: XXXX

Title: ASSIST MGR

Telephone No.: XXXX

(Facility Manager/Designee)

Name: XXXX

Title: ASSIST MGR

Telephone No.: XXXX

(Originator/Transmitter)

Name:

Date:

(Authorized Classifier (AC))

1. Occurrence Report Number: ALO--WWID-WIPP-2001-0002

Damage to 5th wheel on Tractor T-63

2. Report Type and Date: Final

	Date	Time
Notification:	02/15/2001	17:13 (MTZ)
Initial Update:	04/20/2001	13:18 (MTZ)
Latest Update:	04/20/2001	13:18 (MTZ)
Final:	04/20/2001	14:59 (MTZ)

3. Occurrence Category: Off-Normal

4. Number of Occurrences: 1 **Original OR:**

5. Division or Project: DOE CBFO via TRU Solutions/WIPP

6. Secretarial Office: EM - Environmental Management

7. System, Bldg., or Equipment: Tractor T-63 and Trailer 16

8. UCNI?: No

9. Plant Area: Tractor T-63

10. Date and Time Discovered: 02/15/2001 09:30 (MTZ)

11. Date and Time Categorized: 02/15/2001 11:30 (MTZ)

12. DOE Notification:

13. Other Notifications:

14. Subject or Title of Occurrence:

Damage to 5th wheel on Tractor T-63

15. Nature of Occurrence:

10) Cross-Category Items

B. Near Miss Occurrences

16. Description of Occurrence:

The T-63 tractor arrived at the Radioactive Waste Management Complex (RWMC) at INEEL with an empty shipment of TRUPACT II containers and while conducting receipt inspection and unhooking the TRUPACT II transport trailer it was discovered that the fifth wheel bearing plate and latch assembly of the transport tractor had been damaged. It is not known at this time when the damage occurred. The bearing plate and latch assembly was replaced and the scheduled TRU shipment was minimally delayed. Idaho State Patrol has inspected the kingpin on the transport trailer and found it to be in serviceable condition.

17. Operating Conditions of Facility at Time of Occurrence:

The tractor and trailer had arrived at INEEL and were secured.

18. Activity Category:

08 - Transportation

19. Immediate Actions Taken and Results:

The drivers for the shipment were removed from their current shipment and flown to Carlsbad, NM (WIPP) for querie of the event. The drivers were replaced which minimized the delay time for shipment.

Trailer 16 was inspected by an independent inspector and determined to be road worthy.

The damaged 5th wheel was replaced on tractor T-63. The damaged 5th wheel was placed in a secure area pending inspection.

Photographs were taken of the damaged equipment for investigation purposes.

Carriers for WIPP shipments were directed to inspect the remaining tractors and trailers.

20. Direct Cause:

3) Personnel Error

B. Procedure Not Used or Used Incorrectly

21. Contributing Cause(s):**22. Root Cause:**

3) Personnel Error

A. Inattention to Detail

23. Description of Cause:

The root cause of this event (high pin condition) is attributed to Inattention to Detail because the driver failed to ensure the trailer was properly coupled.

The direct cause (high pin condition) of this event is attributed to Procedure Not Used or Used Incorrectly because the operating manual for the Simplex 5th wheel describes the coupling and uncoupling directions with cautionary notes.

There was no contributing cause for the high pin condition.

24. Evaluation (by Facility Manager/Designee):

The report is being generated under the direction of the DOE CBFO WIPP Facility Representative. The Nature of Occurrence is related to Section 6 Transportation Off Normal.

25. Is Further Evaluation Required?: No

26. Corrective Actions

(* = Date added/revised since final report was approved.)

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| 1. | The carrier contractor is to take appropriate actions with the involved driving team. | | |
| | <table border="1"><tr><td>Target Completion Date: 03/15/2001</td><td>Completion Date: 03/15/2001</td></tr></table> | Target Completion Date: 03/15/2001 | Completion Date: 03/15/2001 |
| Target Completion Date: 03/15/2001 | Completion Date: 03/15/2001 | | |
| 2. | The carrier contractor is to conduct appropriate training sessions with the driving teams to ensure they aware of causes and possible consequences of this event. | | |
| | <table border="1"><tr><td>Target Completion Date: 03/15/2001</td><td>Completion Date: 03/15/2001</td></tr></table> | Target Completion Date: 03/15/2001 | Completion Date: 03/15/2001 |
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| 3. | The carrier contractor will implement appropriate administrative actions designed to ensure trailer coupling and uncoupling is properly accomplished and verified. |
| Target Completion Date: 03/15/2001 | Completion Date: 03/15/2001 |
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| 4. | The carrier contractor will conduct training sessions with driving teams to emphasize their total responsibility for the trailer from coupling to uncoupling at their destination. |
| Target Completion Date: 03/15/2001 | Completion Date: 03/15/2001 |
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|---|---|
| 5. | DOE CBFO to direct the Maintenance and Operating Contractor to develop procedural requirements wherein a WTS organization or individual verifies proper trailer coupling before the truck leaves the WIPP Site. |
| Target Completion Date: 03/15/2001 | Completion Date: 03/15/2001 |
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| 6. | DOE CBFO ensure that all DOE TRU waste generator sites are instructed that the contract drivers have complete control of the trailer until it is uncoupled, and site personnel are not to be involved in the uncoupling process unless specifically requested by a driver. |
| Target Completion Date: 04/30/2001 | Completion Date: 02/21/2001 |
- | | |
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| 7. | DOE/CBFO review the event with the other contract carrier. |
| Target Completion Date: 03/15/2001 | Completion Date: 03/15/2001 |

27. Impact on Environment, Safety and Health:

None

28. Programmatic Impact:

None

29. Impact on Codes and Standards:

None

30. Lessons Learned:

Attention to detail and procedure compliance aspects of Conduct of Operations are applicable to carrier activities.

31. Similar Occurrence Report Numbers:

1. None

32. User-defined Field #1:**33. User-defined Field #2:**

34. DOE Facility Representative Input:

The WIPP Facility Representative (FR) concurs with the immediate actions taken by the Carlsbad Field Office (CBFO) directing the involved contract carrier to ensure that the driver team would not be responsible for further errors resulting from lack of attention to detail.

On 03/24/01 (MTRL01001), 04/08/01 (MTIN01028), and 04/18/01 (MTIN01031), the WIPP FR observed the contract carrier drivers perform pre-trip CVSA Level VI (Enhanced) inspections. The FR also observed WIPP M&OC perform their 5th wheel coupling inspections for the same empty shipments prior to releasing them for departure to generator sites. The M&OC performed step 2.3 inspection checklist satisfactorily in accordance with WIPP procedure WP 08-NT3030, Rev. 1. Transportation information, training, and "WIPP Operations Fifth Wheel Coupling Inspector Authorization Card (OPS-20, Revision 1)" documentation was reviewed by the FR.

Based upon the timely and reasonable corrective actions taken by the CFBO, CCs, and the M&OC, the WIPP FR believes recurrence of this (or a similar 5th wheel coupling) event is precluded.

Entered by: XXXX

Date: 04/20/2001

35. DOE Program Manager Input:

36. Approvals:

Approved by: XXXX Facility Manager/Designee

Date: 04/20/2001

Telephone No.: XXXX

Approved by: XXXX Facility Representative/Designee

Date: 04/20/2001

Telephone No.: XXXX

Approved by: Approval delegated to FR

Date: 04/20/2001

Telephone No.:
